





## INTIMATIONS



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**DEATHS.**

On March 31st, at the General Hospital,  
Shanghai, LEWIS WATSON, D. Esq.

On March 28th, at Shanghai, JULIUS  
THOMAS GRAY, late Chief Officer China  
Navigation Company, aged 36 years.

HONGKONG OFFICE: 104, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

**The Daily Press.**

HONGKONG, APRIL 2ND, 1912.

If the coal strike has done any good at all  
it lies in the direction of bringing vividly  
before the people of Great Britain their  
utter dependence upon the mineral in  
the present conditions of industrial life. A  
hundred years ago a coal strike, even sup-  
posing the miners had possessed sufficient  
solidarity to start one, would hardly have  
been felt outside the districts where it took  
place; to-day so dependent has the nation  
become on its coal supply, that a strike  
places thousands, if not millions, out of  
work; destroys means of communication,  
and virtually throws the whole industrial  
world into confusion. This furnishes food  
for thought. In the first place, however  
large may be the supply of coal, it has its  
limits. The amount of coal yet obtainable in  
the United Kingdom and the time it will last  
at the present rate of consumption has been  
calculated, and even if the supplies of other  
countries be much larger, especially in  
practically unworked fields such as China,  
still there, too, a limit must finally be  
reached. When the coal supply of the  
United Kingdom is exhausted she will be

able to draw on the supplies of other  
countries, although at increased cost, but  
when the coal supply of the world has  
reached an end, what is to become of the  
vast industrial organisation which has been  
built up around it? Optimists generally fall  
back upon the fact that the coal supply  
will last their time, or else upon the theory  
that by the time it is exhausted scientists  
will have devised means of extracting power  
from the sun. At present there is not the  
slightest indication of this last theory being  
practicable, or at any rate practicable in so  
far as to replace any large proportion of the  
power now annually drawn from coal. As a  
matter of fact, of course, we do draw  
power from the sun every day, especially in  
producing our food supplies, but the enor-  
mous energy in the coalfields, which prob-  
ably took millions of years to store, is  
being dissipated at such frightful rapidity  
that it can hardly be anticipated that it will  
be replaced with any degree of efficiency by  
the direct control of the sun's power. Will  
industrialism, then, have to be abandoned?  
When it is considered that this means not  
only the abandonment of the factory system  
of production, but also the abandon-  
ment of those enormous undertakings  
which form so great a part of man's con-  
quest of the soil, the idea seems incredible.  
The Panama Canal, now nearing com-  
pletion and destined to play a large part  
in the future history of China, would  
have been impossible save for the huge  
supply of power man found available in the  
coalfields. It is true that our coal-  
miners accomplished some wonderful  
feats of engineering, but at what expense of  
life and labour it is difficult to estimate. It  
may also safely be said that some of the  
great feats of modern engineering would  
have been impossible to them. It thus  
seems quite certain that unless man can  
discover some other means of obtaining a  
cheap, and therefore easily available, supply  
of power on the exhaustion of the coal  
fields, he will have to return to the semi-  
agricultural life of his ancestors, where in-  
dustry was confined to handicraft. It is pos-  
sible that the present industrial phase is  
but a passing phenomenon and that man's  
real course lies altogether along different  
lines. Another point which comes out  
vividly in consequence of the coal strike is  
the fact that this immense supply of  
power lies in the hands of a comparatively  
few men. Certainly if there can be  
said to exist national wealth, a very  
large part lies in the coal-fields, and  
that these should be worked at the  
caprice of a few men is an anomaly  
arising from the manner in which the coal-  
fields have been discovered. A power of  
life or death over hundreds of thousands  
is given into the hands of a few men, who  
by forming a federation can control the  
destinies of a country. It is not contended  
that this power has not been exercised vic-  
tually in the past, or that in the present dispute  
the mine-owners are in the wrong and the  
miners in the right. At this distance it is  
impossible to say on which side the right  
lies, depending, as it must do, so much on  
local conditions. What it is desired to  
point out is the immense responsibility  
which rests on the mine-owners,—a respon-  
sibility which no other private body of men  
is called upon to handle. On the other  
hand comes the question of state ownership,  
a question fraught with great difficulties,  
since it opens the way for an endless suc-  
cession of State undertakings. Perhaps a  
medium course is possible, whereby the  
State, without becoming the actual  
owners, might exercise a greater control  
over the working. A Coal Board equipped  
with powers to regulate the relations  
between men and owners and between  
demand and supply might not only do  
much to prevent such struggles as those  
now witnessed, but might also help to  
preserve the coal supply from being wasted,  
and keep a watchful eye on the future.

The English Mail of the 2nd March was  
delivered in London on the 30th March.

Sir Charles Dudgeon has been elected  
to the Council of the Royal Colonial  
Institute.

A fine of \$500 was yesterday imposed  
by Mr. Melbourne at the Magistracy on  
a Chinese who was convicted of having  
kept a lottery in which he sold San Piu  
lottery tickets.

The Hon. Rufus H. Thayer, Judge of  
the United States Court for China, has  
received the sad news of the sudden de-  
cease of an elder sister, Mrs. Sara C.  
Ryder, of Northville, Michigan.

The Japanese Government proposes to  
grant a life pension of ¥1,700 annually to  
Dr. Lonholm, formerly a Professor in the  
Tokyo Imperial University, and also ad-  
viser to the Government in the compila-  
tion of the new Codes. Dr. Lonholm held  
the post of Professor in the University  
for twenty-one years. A Bill to award  
the grant was introduced to the House  
of Representatives on the 28th ult.

Mr. Alfred Holt, of Crofton, Aigburgh,  
Liverpool, head of the Ocean Steamship  
Company, who died on November 28, left  
£155,586 3s. 6d.

We learn that Mr. Stuart Fuller, for-  
merly U.S. Vice-Consul in Hongkong,  
who was appointed Consul at Gothen-  
burg, about two years ago, has now been  
promoted to the Consulate at Iquitos,  
Peru and will shortly proceed to take up  
the new post.

On Sunday last T. Ryan, of 87th Com-  
pany, R.G.A., was assaulted by an Amer-  
ican sailor in Spring Garden Lane, with  
the result that the sailor was removed  
to hospital. The sailor was brought be-  
fore Mr. Irving yesterday and fined \$10  
or three weeks' imprisonment.

Some time ago a commercial traveller  
named Jackson reported that a quantity  
of jewellery valued at £1,000, was miss-  
ing. The jewellery was stored in pre-  
mises in Connaught Road, in charge of  
a young Japanese, who stated at the  
time that a band of armed robbers at-  
tacked the place and, after binding him,  
took the stuff away. The suspicions of  
the police were, however, aroused, and  
subsequent inquiries showed the jewel-  
ry to be located in a Japanese house  
in Queen's Road East. At the Magis-  
tracy yesterday the Japanese was sen-  
tenced to six months' hard labour.

**CANTON TROOPS FOR SWATOW.**

We learn that the British steamer  
*Telemachus*, running between Hongkong  
and Saigon, has been chartered to convey  
1,600 troops to Swatow. Altogether 3,000  
troops are being sent up to overawe the  
forces of Lim who appears to be in control  
at Swatow just now. A China Merchants'  
steamer is conveying the balance of the  
troops, and both steamers, we understand,  
leave Canton for Swatow to-morrow,  
escorted by a Chinese gunboat. The in-  
tention on arrival at Swatow, it appears, is  
that the gunboat shall pilot the transports  
and in the event of the fort opening fire,  
the gunboat will bombard the fort. It is  
considered probable, however, that Lim in  
the presence of a superior force will  
submit.

**DISTURBANCE AT WANCHAI.**

Yesterday sensational rumours as to  
happenings at Wanchai were current, but  
investigation proved that the reports of  
two murders in the vicinity were unfound-  
ed.

The first and most serious referred to  
the death of a soldier belonging to the  
R.G.A. who was reported to have been  
done to death at the hands of several  
American bluejackets. The affair in  
reality was not so serious as that.  
It appears that for some little time  
there has been bad blood between a  
section of the men belonging to the  
R.G.A. and bluejackets belonging to the  
American gunboat *Whimington*. This  
reached its height on Sunday in conse-  
quence of a report that one of the R.G.A.  
had been maltreated by American blue-  
jackets at the Bellevue Hotel on Saturday  
night, and his condition was believed to  
be serious. At one time it was stated  
that the victim had died in the Mili-  
tary Hospital, but such, we learn, is not  
the case. However, feeling had been  
aroused, and practically most of the men  
belonging to the R.G.A. were about town  
on Sunday night. A party of them met  
a number of bluejackets carrying beer  
down Wanchai, and, being annoyed at  
them in consequence of the reports which  
had been circulated, they attacked them.  
The bluejackets were out numbered and  
one of them lifted a bottle of beer  
and struck a soldier named Ryan  
over the head with it, causing a nasty  
wound. Ryan had to be taken to hospital,  
and when his assailant, a man named  
Virden, appeared before the Magistracy  
yesterday his Worship said he was not  
satisfied that the parties were telling all  
that they knew and he imposed a fine  
of \$10.

The other rumour concerned a Japanese  
who was supposed to have been killed by  
a Chinese servant. This was nothing  
more than a little dispute, but as a  
chicken had been killed on the premises  
and its blood was visible this seems  
to have suggested to the Chinese in the  
neighbourhood that a murder had been  
committed.

**"THE QUAKER GIRL"**

"The Quaker Girl" attracted a good  
house last night, and needless to say few  
were disappointed. The musical play was  
presented in a most attractive manner by  
the members of the Bandmann Company  
and roused the delight of the audiences  
who demanded encore time and again.  
Miss Frampton as the Quaker Girl scored  
a distinct success and was very happy in  
the pretty solos and duets which fell to  
her lot, and Miss Marjorie Tempest filled  
the part of Princess Mathilde with grace  
and sweetness, her beautiful voice pro-  
curing for her many recalls, while Miss  
Barlow as Madame Blum was very suc-  
cessful. Mr. E. Granby made a capital  
Captain Charteris, Mr. James McGrath  
undertook the role of Tony Chute with  
distinction, and Mr. Bobby Roberts was  
as usual responsible for no little fun in  
the amusing part of Jermoloff. The pro-  
duction was one of the most successful  
efforts of the present visit and should  
materially enhance the popularity of the  
Company.

**TELEGRAMS. TELEGRAMS.**

[THROUGH REUTER'S AGENCY.]

**AUSTRIAN POLITICAL CRISIS.**

EMPEROR THREATENS TO ABDICATE.

LONDON, April 1st.

A sensation has been caused in Austria-  
Hungary by the news that at the audience  
accorded to Count Khuen-Hedervary on  
Friday, the Emperor Francis Joseph  
threatened to abdicate unless the resolu-  
tion of the Hungarian Parliament limit-  
ing His Majesty's powers in calling out  
reserves was withdrawn.

The Hungarian Cabinet unwillingly  
acquiesced in the resolution with a view  
to ending the Opposition's obstruction of  
the Army Bill.

It was the King's resolute refusal to  
assent to the resolution that led to the  
crisis.

Finally he induced the Cabinet to  
abandon the resolution and seek to placate  
the Opposition in other ways.

The Emperor Francis Joseph has now  
issued a letter to Count Khuen-Hedervary  
which is practically an appeal to the  
Hungarian Nation. It emphasises the  
care with which he has observed and main-  
tained the nation's constitutional rights,  
and says he must as resolutely preserve  
the rights of the ruler, and can only fulfill  
the sovereign duties if enabled to carry  
out both obligations.

**THE COAL STRIKE.**

UNEMPLOYED INCREASING.

LONDON, April 1st.

Though Lancashire is hostile, and some  
of the other coalfields are doubtful, the  
ballots generally continue in favour of  
resumption. Meanwhile the unemployed  
continue to increase by thousands daily.

**BRITISH NATIONAL REVENUE.**

LARGE SURPLUS.

LONDON, April 1st.

The revenue for the year 1911-12 is  
£185,000,286, an increase over the estimate  
of £3,492,286, while the expenditure is  
£178,545,100, compared with the estimated  
expenditure of £181,390,000. The surplus  
thus amounts to six and a half millions,  
which is larger than the most optimistic  
expectation, though the figures show a  
large decrease of revenue and an increase  
of expenditure compared with 1911. It  
must be recollected, however, that the  
figures of 1911 were abnormally swollen  
by the huge arrear from 1910.

The revenue for 1912 is the largest  
recorded with the exception of 1911.

The increase of revenue over the  
estimate is mainly due to receipts from  
excise.

The decrease in expenditure is due to  
the fact that less was spent in supply to  
the services.

**THE BRITISH EXPEDITION TO THE  
SOUTH POLE.**

NEWS OF CAPTAIN SCOTT.

LONDON, April 1st.

Captain Scott's ship, the *Terra Nova*,  
has arrived at Akaroa, New Zealand.

Captain Scott is not on board. He  
sent a message to the *Terra Nova*'s base in  
McMurdo Sound on January 3rd that he  
intends remaining in the Antarctic  
another winter to complete his work.

His party was then within 100 miles of  
the Pole and was still advancing.

**BRITISH NAVAL REORGANISA-  
TION.**

LONDON, April 1st.

The reorganisation described by Mr.  
Churchill on the 18th March comes into  
force on May 1st. The Sixth Cruiser  
Squadron will henceforth be called the  
Mediterranean Cruiser Squadron.

**HOME RULE.**

DEMONSTRATION IN DUBLIN.

LONDON, April 1st.

A huge Home Rule demonstration took  
place in Dublin yesterday, in which people  
from all parts of Ireland participated.  
The attendance is variously estimated at  
from sixty thousand to three hundred  
thousand. The people massed in  
O'Connell Street, which was lined with  
platforms. Mr. Redmond was the chief  
speaker.

**DIPLOMATIC CHANGES.**

LONDON, April 1st.

A message from St. Petersburg states  
that M. Bronevski, Councillor of the  
Russian Embassy at Tokyo, has been  
transferred to Berlin, and that his  
successor in Tokyo is M. Shekine,  
Secretary of the Legation at Peking.

[THROUGH REUTER'S AGENCY.]

**CHINESE CABINET CRITICISED.**

LONDON, April 1st.

Reuter's correspondent at Peking tele-  
graphs that the Chinese newspapers  
criticise the Cabinet severely on the  
ground that several of the Ministers are  
inexperienced, politically and unable to  
inspire confidence in the people.

**ACTION AGAINST AMERICAN  
STEAMSHIP COMPANIES.**

LONDON, April 1st.

Reuter's correspondent at New York tele-  
graphs that the United States Govern-  
ment has filed a suit for the dissolution of  
certain steamship companies trading  
between New York and the Far East via  
Suez. The companies are being charged  
with the pooling of freight rates and the  
granting of rebates.

**SENTENCES REDUCED.**

LONDON, April 1st.

The sentences on the printers Benjamin  
Buck and Charles Buck for publishing in  
the *Syndicalist* newspaper articles cal-  
culated to incite soldiers to mutiny have  
been reduced from six months each to one  
month, and the sentence on the journalist  
named Buy Bowman has been reduced  
from nine months with hard labour to six  
months without hard labour. Sir Rufus  
Isaacs in a recent speech in the House of  
Commons intimated that he was willing to  
consider a petition praying for the reduc-  
tion of the sentences.

**CORONATION GIFT FROM THE  
GEORGES.**

LONDON, April 1st.

Lord Curzon, Lord George Hamilton,  
and Sir George Reid on Saturday pre-  
sented to the King a Coronation gift from  
the Georges of the Empire. The gift took  
the form of the badge of the Order of the  
Garter, studded with diamonds. The  
King sincerely thanked the subscribers.  
He will wear the badge on the first avail-  
able opportunity.

**WIRELESS TOWER BLOWN DOWN.**

LONDON, April 1st.

Reuter's correspondent at Berlin tele-  
graphs that the great iron tower of the  
wireless station at Nauen near Potsdam  
was blown down by a violent gale. The  
tower, which is 350 feet in height, was only  
recently erected. It was regarded as one  
of the most remarkable feats of German  
engineering.

**FRENCH PROTECTORATE OF  
MOROCCO.**

LONDON, April 1st.

A telegram from Paris states that  
according to the *Matin*'s correspondent at  
Fez the Treaty for the establishment of a  
French protectorate over Morocco was  
signed yesterday by the Sultan.

**THE GERMAN SHIPPING  
COMPANIES.**

RESULTS OF LAST YEAR'S TRADING.

HAMBURG-AMERIKA REPORT.

The report of the Hamburg-America  
Line for 1911 shows that the net profit was  
43,799,044 marks. Deducting interest on  
the prior loans, there remains 40,520,188  
marks. Of this sum 1,348,108 marks has  
been assigned, in accordance with the  
statute of the company, to the insurance  
reserve fund, and a sum of 27,678,412  
marks has been employed in writing down  
the value of ships, etc., and adding to  
renewal funds and other accounts, making  
together 29,024,520 marks. The available  
balance is 11,495,668 marks, which admits  
of a dividend of 2 marks per share, leaving  
a sum of 345,605 marks over. Most depart-  
ments of the company's freight business  
showed a highly satisfactory development,  
but the emigration to the United States  
suffered an appreciable reduction, as com-  
pared with 1910.

THE NORDDEUTSCHE LLOYD.

The report of the Norddeutscher Lloyd  
states that the total profits for the year  
1911 amount to about 41,500,000 marks  
(£2,075,000), as against 38,100,000 marks  
for the preceding year, an increase of  
3,400,000 marks. Although the North  
American passenger traffic showed losses  
of several million marks, the general state  
of freights to South America and  
Australia rendered the above result  
possible, and a dividend of 6 per cent.  
will be proposed to the shareholders at  
the general meeting on April 3rd. The  
sum of 20,700,000 marks (as against  
20,400,000 marks in 1910) has been applied  
to general expenses, this sum including  
1,500,000 marks for extra depreciation of  
sea-going vessels. The insurance fund has  
been increased by 1,500,000 marks, the  
reserve fund by 400,000 marks, the renewal  
fund by 800,000 marks, and the extra  
reserve fund by 275,000 marks, making a  
total sum of approximately 3,000,000  
marks (as against approximately 2,000,000  
marks in 1910) for the reserve funds. The  
company's financial position was consid-  
erably strengthened during the year, as the  
amount due to creditors decreased from  
36,400,000 marks at the beginning to  
19,500,000 marks at the end of the last  
current business year, against debts due  
to the company of 19,100,000 marks at the  
end of the current year as compared with  
15,500,000 at the end of 1910. During the  
same period the amount of prepaid  
passage money and current risks showed a  
surplus of 2,000,000 marks, being  
10,900,000, as against 8,900,000 marks for  
the preceding year.

**A CHARGE OF EMBEZZLEMENT.**

PRISONER PLEADS GUILTY.

The case in which E. Berkeley Ayris  
was charged with embezzling \$180, \$80  
and \$70.06, the monies of the South  
China Morning Post Co., Ltd., and with  
having omitted to enter in the books the  
sums of \$640 and \$200, was again before  
Mr. Irving at the Magistracy yesterday.

Mr. Hodgson, Assistant Crown Solic-  
itor, appeared to prosecute. Prisoner was  
undefended, and before the case was  
opened, he said:—Your Worship, may I  
change my pleading to those five charges? I  
wish to plead guilty.

His Worship: You plead guilty to all  
the charges?

Prisoner: Yes.

Mr. Hodgson said the prisoner entered  
the employ of the South China Morning  
Post Co. in the year 1908. He had full  
control of the money of the company and  
he also kept the books. It was under his  
guidance and instructions that other  
books were kept. He had to sign all  
receipts, which were given out by the  
collecting shroff on receipt of payment.  
When the money was handed to the pri-  
soner, it was his duty to enter it in the  
books of the firm. He had also charge  
of monies paid across the counter, and  
he was supposed to give receipts for all  
accounts paid. All monies received by  
him should have been entered in a book  
known as the rough cash book, and  
afterwards into the chief cash book, and  
outstanding credit book, according to  
the class of account. No one else had  
anything to do with the handling of  
money. The money received had to be  
placed in the bank, with the exception  
of monies required to meet accounts  
against the Company. It would be  
proved that prisoner waited two or three  
days before putting the money into the  
bank, and that his purpose in delaying  
payment into the bank was that he might  
the more easily juggle with the money.  
When a customer paid an account, his  
money in the outstanding debtors book  
would be marked off as paid. In the  
three cases under notice, however, it

would be seen that such was not the case,  
as although the money had been paid in,  
the accounts were still left outstanding.  
The charges against the prisoner were  
five in all. The first three could be  
divided under two heads, the first two  
charges being in respect of monies  
collected by the shroffs and handed to  
the prisoner, and the third a charge in  
connection with money actually handed  
to the prisoner, for which he gave a  
receipt. None of the sums involved  
were entered in the rough cash book, nor  
were they accounted for in any of the  
Company's books. The last two charges  
were charges of falsifying the books of  
the Company by omitting to enter sums  
of \$324 and \$300. These amounts were  
not entered in the books of the Company.  
In September, 1911 prisoner asked for a  
day off, and when next heard of he was  
in West Australia. He had left without  
giving notice. Mr. Hodgson said he  
thought the case was too serious to be  
dealt with summarily. It should go to  
the higher Court.

Evidence was given by Mr. T. Petrie,  
Editor of the South China Morning Post,  
Inspector Macdonald, who arrested  
prisoner in Perth, Inspector Collett, the  
manager of the Kowloon Bookstall Co., a  
shroff in the employ of the South China  
Morning Post Co., Mr. Croncher, a clerk  
employed by Messrs. Shawan, Tomes &  
Co., Mess Cheong, and Mr. E. A. M.  
Williams, of the firm of Lowe, Bingham  
& Matthews, on whose behalf he was  
the books of the South China Morning  
Post Co. He stated that he found  
deficiencies in the books amounting to  
from \$5,000 to \$7,000.

Prisoner was committed for trial at the  
next Criminal Sessions, to be held on  
April 18th.

**THE EXTRADITION CASE.**

FURTHER ADJOURNMENT.

Proceedings in connection with the  
extradition of Vicente Sotto, on a charge  
of abduction in the Philippines, were con-  
tinued at the Magistracy yesterday. Mr.  
Hodgson, Assistant Crown Solicitor, ap-  
peared to support the application and  
Mr. W. B. Hind for the defence. Consul  
General Anderson stated that the Philip-  
pines were a constituent part of the  
United States, which had no colonies or  
dependencies. It was the same as any  
other territory in the United States, and  
the law of extradition to the Philippines  
or to any foreign state was the same as  
in America, not only from the nature of  
the case but by express statute or enact-  
ment.

Prisoner stated that he had been twice  
prosecuted for sedition in the Philippines,  
and 24 times for libelling the conduct of  
Government officials. In every instance  
but one he had been discharged.

The case was adjourned.







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## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS. THE Steamship

"DELTA," Captain E. P. Martin, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th April, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MALAYA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "EGYPT" due in London on the 24th May, 1912. Parcels will be received at the Office until 4 p.m. the day before sailing. To-contents and value of all packages are required. For further particulars, apply to E. A. HEWITT, Superintendent, Hongkong, 2nd April, 1912. [1]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO PROCEED VIA THE CAPE OF GOOD HOPE). PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "MONTROSE" On or about 23rd Apr. For Freight and further information, apply to DODWELL & Co., Ltd., Agents. Hongkong, 2nd April, 1912. [531]

## TOYO KISEN KAISHA. NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU." FROM SAN FRANCISCO, VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on WEDNESDAY, the 3rd inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown. No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on WEDNESDAY, the 10th inst., afternoon, will be subject to rent and landing charges. All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged. All Claims must be filed on or before SATURDAY, the 13th inst., otherwise they will not be recognised. K. MATSUDA, Agent. Hongkong, 1st April, 1912. [530]

## NORDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship "PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed there. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 7th inst. will be subject to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th inst., at 9.30 a.m. All Claims must reach us before the 13th inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 1st April, 1912. [5]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities. [423]

## ENTERTAINMENTS

## THEATRE ROYAL. MAURICE E. BANDMANN PRESENTS THE NEW BANDMANN OPERA CO.

## TO-NIGHT! TO-NIGHT!!

For the first time in Hongkong, Robert Courtneidge's Latest London Success, **THE MOUSME.** Now Crowding the Shaftesbury Theatre, London.

WEDNESDAY and THURSDAY, April 3rd & 4th: The Great Opera House. **THE CHOCOLATE SOLDIER.**

SATURDAY, April 6th: The New Charming Musical Comedy, **THE KING'S BRIDE.**

MONDAY, and TUESDAY, April 8th and 9th: For the first time in Hongkong, The present Edge of London, The Great Musical Play, **THE COUNT OF LUXEMBOURG.** From Daly's Theatre, London.

WEDNESDAY, April 10th: The Famous Gaiety Musical Comedy, **THE RUNAWAY GIRL.**

Plan Now Open at MOUTRIE'S. PRICES: \$3.50, \$2 and \$1. Doors Open at 8.30 p.m. Commence at 9.15 p.m. Hongkong, 26th March, 1912. [494]

## VICTORIA THEATRE.

## SPECIAL BAND NIGHTS.

By kind permission of Col. HAMILTON and OFFICERS, The Band of the 1st K.O.Y.L.I. will play every THURSDAY NIGHT, when Special Programmes will be arranged.

Stupendous Production. The 1912 Masterpiece. **SAINT GEORGE AND THE DRAGON.**

A Drama that Grips your Audience with a Climax that Brings Thunders of Applause. And the Famous Artists. HARRY - "THE QUEENLY" - NELLIE. TWO PERFORMANCES NIGHTLY, 7.15 p.m. and 9.15 p.m. GRAND MATINEES - SATURDAY and SUNDAY, at 4 p.m. Hongkong, 30th March, 1912. [58]

## HONGKONG GUN CLUB. NOTICE.

THE GENERAL MEETING will be held TO-DAY (TUESDAY), APRIL 2nd, at the GUN CLUB, at 5.30 p.m. A. P. DASHWOOD, Hon. Secretary. Hongkong, 29th March, 1912. [500]

NOTICE. THE Interest and Responsibility of Mr. RONALD GREIG in our Firm terminated on 30th March, 1912. M. W. GREIG & Co. Foochow, 1st April, 1912. [521]

NOTICE. THE Interest and Responsibility of Mr. RONALD GREIG in our Firm terminated on 30th March, 1912. TURNER & Co. Foochow, 1st April, 1912. [522]

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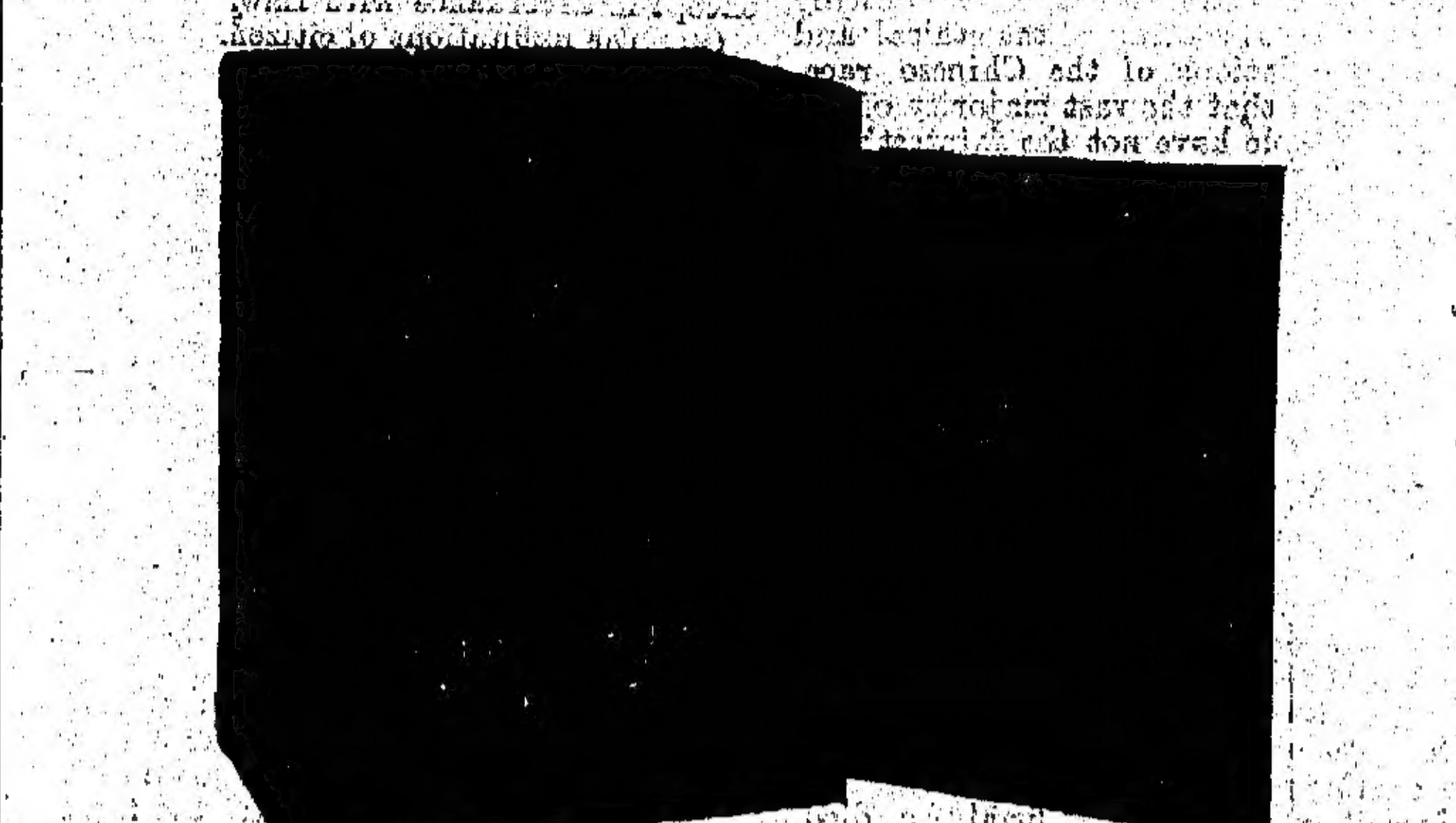
NOTICE. THE Interest and Responsibility of Mr. RONALD GREIG in our Firm terminated on 30th March, 1912. TURNER & Co. Foochow, 1st April, 1912. [522]

## INTIMATIONS

## LANE, CRAWFORD &amp; CO.

## AGENTS FOR

## CHUBBS STANDARD BOOK QUALITY SAFES LOCKS, CASH and DEED BOXES



## PHILLIPS BURGULAR FIREPROOF SAFES

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN. ESTIMATES FREE. TELEPHONE 97.

## LANE, CRAWFORD &amp; CO.

## AUCTIONS

G. R. PUBLIC AUCTION. PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 9th day of April, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND near Kowloon Island Lot No. 1157, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years. [517]

No. of Lot	Boundary Measurements	Contents in the Lot	Area in Acres	Area in Sq. Feet	Area in Sq. Yards
1157	1157	1157	1157	1157	1157

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1157	1157	1157	1157	1157	1157

No. of Lot	Boundary Measurements	Contents in the Lot	Area in Acres	Area in Sq. Feet	Area in Sq. Yards
1157	1157	1157	1157	1157	1157

G. R. NOTICE. IT IS HEREBY NOTIFIED that, by Order of His Excellency THE OFFICER ADMINISTERING THE GOVERNMENT, the Letting by Public Auction Sale of the Two-Storey Building, formerly occupied by the Land Office and adjoining the Old Supreme Court, will be held on WEDNESDAY, the 3rd day of April, 1912, at 3 p.m., at the Office of the Public Works Department. The Building contains an area of about 3,170 Square feet and will be let for a term commencing from the date of Sale up to 30th June, 1913. Conditions of letting and plan can be seen at the Public Works Department. W. CHATHAM, Director of Public Works. Public Works Department, Hongkong, 30th March, 1912. [523]

## FOR SALE

DERINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to C. SCHROTER, Care of Messrs. GARRICK, BONNER & Co., King's Buildings, Ltd., Hongkong, 10th July, 1911. [125]

## FOR SALE

"TOR CREST" No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands. Apply - LINSTEAD & DAVIS, 3rd floor, Alexandra Buildings, Hongkong, 7th March, 1912. [416]

THE PARIS TOILET COMPANY, LTD. (IN LIQUIDATION.) FOR SALE.

THE BUSINESS of Hairdressers and Barbers as a going concern including Stock in trade, Furniture, Fittings, Fixtures, Goodwill, &c., but excluding Book Debts. Particulars can be had on application to the Undersigned to whom all enquiries and offers should be addressed. J. HENNESSEY SETH, Liquidator, No. 5, Queen's Road Central, Hongkong, 28th March, 1912. [508]

BROWN, JONES & Co. ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MONUMENTS in Stock. WEATHERS with Glass Shades from 4 up. BROWN, JONES & Co., 41, Morrison Hill Road. Telephone 423. Hongkong, 18th October 1911. [776]

WHY use TINNED SEPARATED MILK when you can buy a large bottle of FRESH SEPARATED MILK for 5 CENTS. THE DAIRY FARM CO., LTD. [50]

DON'T READ THIS. UNLESS YOU WISH TO DRESS WELL. WE have Just Unpacked a Beautiful Range of SILK GOODS, suitable for Ladies' and Gent's Wear, from a leading Japanese Manufacturer Supplying the same goods to Messrs. Peter Robinson's, London. Call early before we are sold out. HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong, Hongkong, 29th March, 1912. [50]

## BANKS

## THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL ACT OF THE LEGISLATIVE COUNCIL OF THE REPUBLIC OF CHINA).

Capital ..... Yen 10,000,000  
Capital Subscribed (paid up) ..... Yen 6,250,000  
Reserve Fund ..... Yen 2,625,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy, Anping, Canton, Foochow, Keelung, Shanghai, Swatow, Taipei, Tamsui, Nagasaki, Tokyo, Yokohama.

HONGKONG OFFICE: 3, DES VOUX ROAD.  
Interest allowed on Current Accounts  
Deposits received on terms which may be had on application.  
K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [1516]

## THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000  
PAID-UP CAPITAL.....Yen 30,000,000  
RESERVE FUND.....Yen 17,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:  
Antung-Hsien, Liao-Yang, Ryojun (Fort Arthur), Calcutta, London, San Francisco, Bombay, Lyons, Shanghai, Changchun, Nagasaki, Tientsin, Dairen (Dalny), Newchwang, Hankow, Fungien (Mukden), New York, Tokyo, Honolulu, Osaka, Kobe, Peking.

INTEREST ALLOWED ON CURRENT ACCOUNTS  
Deposits received for fixed periods at rates to be obtained on application.  
TAKEO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [443]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS:—  
Sinking ..... \$15,000,000  
Silver ..... \$16,750,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:  
E. SHERRILL, Esq., Chairman.  
F. H. ARMSTRONG, Esq., Deputy Chairman.  
Andrew Forbes, Esq., G. H. Madhurst, Esq., G. F. Frisland, Esq., W. L. Pattenden, Esq., G. S. Grubb, Esq., Hon. Mr. O. H. Ross, G. B. Laurens, Esq., H. A. Stole, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.  
MANAGER: Shanghai—H. E. R. HUNTEN.  
LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent per annum on the Daily Balance.  
ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent per annum.  
For 6 months, 3 1/2 per cent per annum.  
For 12 months, 4 1/2 per cent per annum.  
N. J. STABB, Chief Manager. Hongkong, 21st February, 1912. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.  
INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID UP CAPITAL ..... \$1,200,000  
RESERVE FUND ..... \$1,650,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$1,200,000

FIXED DEPOSITS are received for 12 months at 4 per cent per annum, and for shorter periods rates are quoted on application.  
WM. DICKSON, Manager. Hongkong, 29th March, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.  
AUTHORIZED CAPITAL ..... \$1,500,000  
SUBSCRIBED ..... 1,125,000  
PAID UP ..... 562,500  
RESERVE FUND ..... 365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.  
BRANCHES: Calcutta, Galle, Singapore, Penang, Rangoon, Kanton, Hongkong, Shanghai, Bombay, Madras, Kharai, Colombo, Kandy.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD. Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world. INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application. F. C. MACDONALD, Manager. Hongkong, 29th March, 1912. [938]

## BANKS

## INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and in the Republic of Panama.  
HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: 36, Bishopsgate, E.C.  
BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... \$6,000,000  
about \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued. PURCHASE and SALE of Stocks and Shares effected. The Officers of the Bank are bound to disclose the transactions of any of its customers. GEORGE HOGG, Manager. 9, Queen's Road, Hongkong, 23rd March, 1912. [225]

NEDERLANDSCH-INDISCHE HANDELSBANK (NEDERLANDSche COMMERCIAL BANK). ESTABLISHED 1863.

Authorized Capital FL 15,000,000 (\$1,250,000). Paid up Capital FL 12,401,050 (\$1,033,421). Reserve Fund FL 3,252,157.01 (\$271,013).

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKCORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent per annum on Daily balances and accepts Fixed Deposits at the following rates:—  
12 months 4 1/2 per annum.  
6 do. 3 1/2 do.  
3 do. 3 do.  
C. WOLDRIDGE, Manager. No. 8, Des Voux Road Central, Hongkong, 14th August, 1909. [72]

HONGKONG SAVINGS BANK. THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STABB, Chief Manager. Hongkong, 24th January, 1911. [72]

PICNIC PARTIES. LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Picnic Parties by the Hour or Day. Apply for Terms to the Manager, H. HAYNES. Hongkong, 1st March, 1912. [389]

GRACA & CO. Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, FLOWER SEEDS, TOYS, BOOKS, MANILA CIGARS and CIGARETTES, HONGKONG HOTEL BUILDING, PEDDER STREET HONGKONG. 524

FOR SALE. GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost. Apply - MANAGER, "Hongkong Daily Press" Office. Hongkong, 13th March, 1912.

NOW READY. DIRECTORY of PROTESTANT MISSIONARIES in China, Japan and Corea. For the Year 1912. Paper Covers ..... 80 Cents. Cloth Covers ..... One Dollar. To be obtained at the HONGKONG DAILY PRESS OFFICE and Local Booksellers. Hongkong, 13th March, 1912.

ON SALE. HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911. REVISED BY THE MEMBERS. PRICE ..... \$5. DAILY PRESS OFFICE. Hongkong, 6th March, 1912.



# NERVOUS EXHAUSTION.

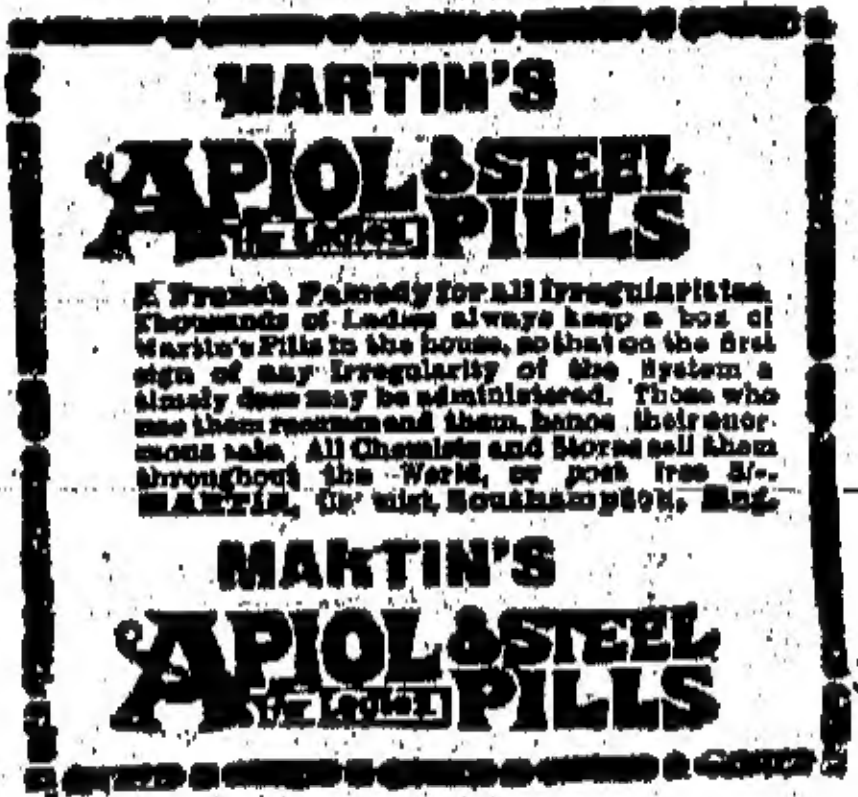
THE MODERN METHOD OF CURING NEURASTHENIA.

Although neurasthenia is a term of quite modern use, and embraces a very great number of symptoms, nervous exhaustion is a condition which has long been known. Among the commonest symptoms are headache, a sense of pressure within the head, sometimes a feeling of cold on the top of the head, and, at others, as if an iron band were pressing into the brain. These sensations are particularly apt to occur when the sufferer endeavours to concentrate his thoughts for a little while. Again, there is marked indigestion and loss of appetite, with pain in the region of the stomach, heartburn, nausea or vomiting, sleeplessness, a feeling of oppression, shortness of breath or palpitation of the heart, nervous twitchings of the hands, and an uncertain gait, do not mean locomotor ataxia any more than the feeling of pressure on the head denotes softening of the brain, as sufferers invariably fear.

All these nervous sensations are capable of being remarkably improved, and even perfectly cured, by means of Sanatogen. The medical evidence on this point is exceedingly large and overwhelmingly conclusive. In fact, no sufferer from neurasthenia, in whatever form the nervous exhaustion may manifest itself, need have the least cause for despair or even anxiety if only he will take Sanatogen and keep on with it. No more striking proof of its wonderful power can be desired than is set forth by Madame Sarah Grand, the distinguished novelist, who was incapacitated for work for four years by nervous exhaustion, and after taking it three times a day for four months was as well as she had ever been in her life. Here are Madame Sarah Grand's own words:—"Sanatogen has done everything for me which it is said to be able to do for cases of nervous debility and exhaustion. I began to take it, three times a day, after nearly four years' enforced idleness from extreme debility and now (after only four months) I find myself able to enjoy both work and play again, and also able to do as much of both as I ever did."

Sanatogen can be obtained at all chemists.

[59-412]



AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

## THORNE'S

OLD VAT  
No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1833

### SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., Ltd.

[144]

## GRIMAULT'S

### SYRUP

OF

HYPOPHOSPHITE OF LIME

FOR

STUBBORN COUGHS

BRONCHITIS

WEAK LUNGS

CATARRH

## CONSUMPTION.

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China

Indo-China, etc.

Terms for Advertising (Translation free) can

be obtained at the Office, 10A, Des Vaux Road,

Central, Hongkong, 151, Fleet Street, London,

or from the different Agents.

Documents translated from or into Classical

or Colloquial Chinese.

# PANIER SKIRTS.

[BY GIZELY HAMILTON IN THE "DAILY MAIL."]

Someone—I do not know who—has announced that we are to be larger. By we I mean women, and by larger I mean apparently larger. On the authority of the unknown who settles these things and communicates them to the newspapers, we are to give up wearing skirts that are tight at the ankle and don articles called paniers; that is to say, we are to become more bulky, take up more room in the world.

What will be the effect of this proposed enlargement of our proportions, not merely on our appearance but on our comfort and on the comfort of the persons who sit next to us in the world? When the omnibus was licensed to accommodate eight human beings a side, was it presumed that half the number would be arrayed in hobble skirts—and space allowed accordingly? One rather fancies so from the devastation occasioned even now by the endeavours of the stout traveller to fit in with the other seven. And when we are all stout! Theatrical business, too, may feel the effect of the new fashion in decreased returns from the pit; the Saturday night announcement of "Standing room only" will have to be made at an earlier stage of the proceedings. The manager whose soul is not above his box-office will, one concludes, do his best to discourage a mode whose adoption must mean an automatic reduction in the seating capacity of the cheaper parts of the house; so, if—as is sometimes stated—we take our fashions from the stage, this particular fashion may prove to be short-lived.

But these, after all, are minor considerations; the really interesting point about these artificial expansions and contractions of the human form divine is: What is the motive which prompts them? Why do people want to be suddenly larger or smaller? Why do they suddenly tire of having normal, anatomical shoulders and increase them to several times their natural size with an immensity of stiffened puffs? Why do they sometimes like shoes that make them look as if they had only one toe, and at other times like shoes that make them look as if they had seven or eight? Why do they now want to expand into crinolines that can hardly get through a doorway, and then contract into hobble skirts which barely allow them to walk?

To these questions there seems no answer. It was once explained to me that fashions in dress had as a rule their origin in the deformity of some highly placed personage; that, for instance, the shoes which gave their wearers the appearance of having seven toes were probably adopted in the first instance by a monarch desirous of concealing a bunion. The explanation, though interesting, does not seem to me convincing. Highly placed personages in times gone by (when highly placed personages were of more account than they are at present) may have succeeded, on the principle of the fox who lost his tail, in inducing loyal and obsequious subjects to share the disadvantages of their physical defects; but we no longer mould our fashions upon royalty, physically defective or otherwise, while it is worthy of note that the portion of the community—the theatrical portion—to which we are now always understood to look as an example for our manner of clothing and adorning ourselves is, as a rule, singularly free from taint of physical defect. So much so, in fact, that a young woman who naturally expanded into paniers or was afflicted with a natural incapacity for putting one foot before the other, after the manner of those imprisoned in the hobble skirt, would stand but a small chance of appearing on the stage at all.

It is possible, of course, that the mysterious authorities (understood to be of Parisian extraction) who in silence and in secrecy originate the garments which the actress is eventually to pass on to the rest of us may, in the first instance, draw their inspiration from deformity—may, so to speak, collect it, study it, and decide how best and most successfully it may be inflicted upon the normal human female. As I have said, they work in secret, and no man can speak with certainty upon their unfathomable doings. But on the whole it seems unlikely.

One thing there is that can be prophesied with safety about the panier, or any other species of garment that may succeed our present wear—it will be greeted with the same abuse and execration that have been heaped upon every form of feminine clothing since Eve first looked to fig-leaves. One of the saddest facts about fashions is that nobody (except their creators) sees any virtue in them until they have passed into the limbo of the discarded, until they are fashions no longer; and, strangely enough, it is the professional artist who above all others distinguishes himself by this inability to see beauty in aught but the things that have happened in the matter of clothes. Periodically he is asked by the newspapers for his opinion on contemporary clothes, and expresses it freely; and it is practically always an unfavourable opinion, based on the assumption that whatever is wrong. To-day he adores crinolines merely because we don't wear them; and in fifty years' time his successors will be sighing over the harem and the hobble skirt—because they are not worn. His rule, apparently, is that garments are lovely only when obsolete, which is not much help to those of us now alive and anxious to make the best of our unfortunate selves. I conclude it is because we have found out what his advice is worth that we never take the slightest notice of it; because we have realised that his technical lamentations over "beautified feminine curves" only mean, in plain English, that he would like us to wear our grandmothers' clothes, that they leave us quite unmoved. So he buys magnificent crinolines and puts them on his model or his wife, and we go on just the same, having our everyday garments invented for us by people who will get no credit until they and we are dead.

There is another mystery connected with our garments. Why is it, after all the energy and intellect expended by generations upon the subject, that so few articles of wearing apparel have been produced which combine estheticism with newness? Why is it that, so far as wearing apparel is concerned, comfort and old age should be synonymous terms? One of the minor and oft-repeated tragedies of life is to have the garment which you have

# WM. POWELL, LTD.

TELEPHONE 346.

## Gentlemen's Outfitters.

ENGLISH and AMERICAN  
BOOTS and SHOES  
BLACK, BROWN and WHITE.  
BEST MAKES. PERFECT FITTING.  
PRICES MODERATE.

INSPECTION INVITED.

28, Queen's Road Central.

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## WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS

AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of

World-wide reputation.

[128]

## "LOOK ALIVE!"

is one of the many casual every day injections wherein lurks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, graceful, agreeable person who is most run after; in the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore look alive! If you are suffering from anything which robs you of your healthy alertness attend to the trouble at once and don't wait until a cure is effected. If you suspect that dyspepsia or any disordered state of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

## TAKE BEECHAM'S PILLS.

Sold everywhere in boxes, price 5/6 (36 pills), 1/4 (18 pills) and 2/6 (18 pills).

[163-4]

As a precaution against the constant risk of infection, remember that washing with

## CALVERT'S No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers tell it. Makers—F. C. CALVERT & CO., Manchester, England.

[469]

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just broken in to your habits, your curves, and your angles taken away from you by force on the ground that you are unfit to be seen in it. Must we admit in this unhappy state of things a failure of human intelligence or the essential incompatibility of ease with smartness? Or is it the result of deliberate design on the part of the clothing trade—design to keep us permanently comfortless? The thoughts of the comfortless fly ever to change, and those who settle these things for us know, from long experience maybe, that when we hate our new clothes we rush out and buy newer.

法交幾代四司製備士啟  
文東多表萬自據欺他者  
德主百人務願等三利英佈  
信代務易多資必光據倫各  
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或呈至或以公憑設支

## MAIL TABLES

FOR 1912.

Shows the dates of departure of the Mail of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

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Hongkong, 6th January, 1912

# NEW VICTOR RECORDS

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THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

[94]

### TO LET

OFFICES on 3rd Floor, Hotel Mansions facing Harbour.  
OFFICES on 1st Floor, Hotel Mansions.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 12th March, 1912. [388]

### TO BE LET

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.,  
A. S. WATSON & Co., Ltd.,  
Alexandra Buildings,  
Hongkong, 29th August, 1911. [123]

### TO LET

"WELLSBURN" The PRAX, 6 ROOM, from 1st June, 1912.  
Apply to—  
PERCY SMITH, SETH & FLEMING  
5, Queen's Road Central,  
Hongkong, 7th March, 1912. [417]

### OFFICES TO LET

ROOMS on the 1st Floor of Wm. Powell & Co. Ltd., New Building, Des Vaux Road Central, suitable for Offices; Electric Light, Lift; Lavatories with all Modern Conveniences May be inspected on application to—  
WM. POWELL, LTD.,  
Alexandra Buildings,  
Hongkong, 29th February, 1912. [383]

### TO LET

OFFICES in KING'S BUILDING.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
Hongkong, 1st April, 1912. [121]

### TO LET

OFFICES and GODOWNS in Duddell Street.  
"WESTWARD HO" No. 13, Bonham Road, with Garden.  
"EGGERSFORD" No. 114, PRAX, furnished or unfurnished from 1st April, 1912. 6 ROOMS.  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 2nd April, 1912. [122]

### TO LET

OFFICE in Alexandra Buildings.  
Apply—  
A. S. WATSON & Co., Ltd.,  
Alexandra Buildings,  
Hongkong 26th February 1912. [387]

### TO LET

NEW and COMMODIOUS SHOPS  
Nathan Road, Kowloon Immediate Possession. Cheap Rentals.  
KOWLOON MARINE LOT 46, Yau-mat, Area 85,200 square feet with 255 feet Berthage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED,  
Hongkong, 2nd November, 1911. [525]

### TO LET

THE KOWLOON HOTEL PREMISES  
Suitable for Mess. Immediate possession.  
Apply to—  
THE SPANISH PROCURATION,  
2, Seymour Road.  
Hongkong, 14th February, 1912. [311]

### TO LET

GODOWN, No. 4, New Prays, Kowloon.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st April 1912. [122]

### TO LET

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.  
Apply—  
LINSTEAD & DAVIS,  
Alexandra Buildings,  
Hongkong, 20th March, 1912. [481]

### OFFICES TO LET

FIRST CLASS, central accommodation, light and airy, on First, Second, or Third Floor, in new building being erected for MESSRS. WHITEAWAY, LAIDLAW & CO., LTD. Entrances from Des Vaux Road. Electric Lift to all floors. Electric Light throughout.  
The plan can be seen and all particulars obtained at the Office of MESSRS. PALMER & TURNER, Alexandra Buildings, 3rd Floor. Hongkong, 15th March, 1912. [462]

### NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From MIDDLESBROUGH, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENFARG,"

Captain W. L. Hartnell, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 2nd April, at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd April will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 26th March, 1912. [504]

FROM EUROPE.

THE H.A.L. Steamship

"SACHSEN."

Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd April will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 1st April, at 9.30 A.M. No Fire Insurance will be effected by us in any case whatever.

Any cases brought on Cargo:  
Ex s.s. "Agnes" from Norrington.  
Ex s.s. "Corfita Beck Fria" from Ahus.  
Ex s.s. "Baraco" from Bordeaux.  
Ex s.s. "Frisenfeld" from Havre.  
Ex s.s. "Larache" from Setubal.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 27th March, 1912. [509]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA

JOJO, KANADA, NAKAZUTA, SATO,

SHINNEW and KAWAYAMADA,

Collieries.

AGENTS FOR

KISHIDAKE AND SAKITO Coals.

HEAD OFFICE—MARUNOUCHI,

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BRANCH OFFICES—NAGASAKI

MOJI, KARATSU, YAKAMATSU,

KOBE, OSAKA, SHANGHAI,

HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"

Codes, AI, ABC 5th Ed., Western Union

AGENCIES—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRABING & Co.

MANILA: Messrs. MACDONALD & Co.

SINGAPORE: Messrs. BORNEO Co., Ltd.

For Particulars, apply to

Y. SHIBUYA,

Manager,

No. 2, Pedder Street, Hongkong.

Hongkong, 10th August, 1911. [663]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPORTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

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# GOING HOME.

## A HOLIDAY AT HOME. AND A WAY TO GET THERE THAT'S A HOLIDAY.

### WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

### AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Repute.

**The Cost:** is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
KOREA	18,000	TUESDAY,	2nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY,	15th April, at 1 P.M.
CHINA	10,200	TUESDAY,	23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	30th April, at 1 P.M.
NILE	11,000	TUESDAY,	14th May, at 1 P.M.
SONGOLIA	27,000	TUESDAY,	21st May, at 1 P.M.
PERSEA	9,000	TUESDAY,	11th June, at 1 P.M.
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LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

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## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 2ND APRIL, 1912.

8 a.m. "HEUNGSHAN." 10 p.m. "FATSHAN." 8 a.m. "HONAM." 5 p.m. "KINSHAN."

WEDNESDAY, 3RD APRIL, 1912.

8 a.m. "HONAM." 10 p.m. "KINSHAN." 8 a.m. "HEUNGSHAN." 5 p.m. "FATSHAN."

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 7TH APRIL.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

### FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDU-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "BANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	2nd April.	Friday, 5th April.
EMPIRE	5th April.	Sat., 6th April, Noon.
ST. ALBANS	5th April.	Sat., 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars apply to—

GIBB, LIVINGSTON & Co. AGENTS.

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TRANS-PACIFIC

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DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

or Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU... 21,000 tons.

S.S. CHYO MARU... 21,000 tons.

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S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.) HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

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Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 525.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION),  
DESTINATION: SHANGHAI, YOKOHAMA, "PEKING," KOBE, and MOJOI. TONS: 6,500. DATE OF SAILING: About 20th April. For Freight and Further Particulars, apply to—

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TELEPHONE No. 171.  
YORK BUILDINGS, TOP FLOOR.

### A VERAGE MARKET PRICES.

The Prices are given in Dollar Cents.

March 28th, 1912.

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### Yong Sai Kwa—Water Melon.

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## SHIPPING

## ARRIVALS.

CHENAN, British str., 1,349, M. Lloyd Jones, 31st March—Shanghai 29th March, General—Butterfield & Swire.  
DEN OF GLAMIS, British str., 3,618, Andrew Low, 1st April—Shanghai 29th March, General—Jardine, Matheson & Co.  
Kwanotani, Chinese str., 1,536, Stewart, 1st April—Shanghai 29th March, General—C. M. S. N. Co.  
Kwongshang, British str., 1,428, W. F. Groesch, 1st April—Yokohama 23rd March, General—Melchers & Co.  
Ryoga, Norwegian str., 3,807, H. Meyer, 1st April—Shanghai 29th March, Flour.  
Sibir, Russian str., 1,857, K. Levin, 3rd March—Mojoi 25th March, Ballast—Bradley & Co.  
Tellemachus, British str., 4,902, J. H. Goodwin, 31st March—Shanghai 27th March, General—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
April 1st.  
DEN OF GLAMIS, British str., for Saigon.  
HAITAN, British str., for Swatow.  
HALVAR, Norwegian str., for Swatow.  
KOREA, American str., for Shanghai.  
LIGHTNING, British str., for Straits.  
MUTTRA, British str., for Yokohama.  
NELEUS, British str., for Straits.  
P. WALDEMAR, German str., for Japan.  
PRINCESS ALICE, German str., for Manila.

## DEPARTURES.

April 1st.  
BRNAVON, British str., for Nagasaki.  
FOOKONG, British str., for Swatow.  
HARMON, British str., for Haiphong.  
HONGKONG, British str., for Haiphong.  
NAISANG, British str., for Philippine Is.  
ZAFIRO, American str., for Philippine Is.

## SHIPPING REPORTS.

The British str. *Telemachus* reports: Light variable winds and thick fog throughout passage.  
The Chinese str. *Kwanotani* reports: Heavy rain, thunder and lightning off the Hsienans, moderate to fresh N.E. gale and heavy sea, from Hsienans to Breaker Point; thence moderate E.N.E. wind and sea and clear weather.

## PASSENGERS.

ARRIVED.  
Per *Prinzess Alice*, from Kobe, etc., Mr. J. F. Crockett and family, Mr. H. C. Wolf, Mrs. J. J. Eitzen, Mr. W. S. Livingstone, Mr. Feinman, Mr. Abdul Currim, Mr. Twell, Mr. W. H. Schen and Mr. D. H. Wang.

DEPARTED.  
Per *Zafiro*, for Manila, Mr. W. M. Taylor, Mr. C. F. Buckland, Miss N. Compton, Mrs. H. Edwards, Miss Cacho, Mr. H. Bourdoin, Mr. U. Okuno, Mr. Charles Fowler, Mr. Y. Akano, Mr. Jose Castro, Mr. Jose Bernado, Mr. H. Hiratano, Mr. George Whitehead, Master Howard Eldid, for Cebu, Mr. A. Maltam, for Iloilo, Mr. T. C. Hoskyn, Mrs. P. de Parames and Mrs. H. C. Anderson.

EXPECTED.  
Per N.Y.K. str. *Myosaki Maru*, from London March 2nd, Miss E. Beattie, Mr. T. Kitching, Mr. and Mrs. J. L. Carstairs, Mrs. Belchenko, Mr. and Mrs. J. Grieve and 2 children, Capt. T. Austin, Mr. E. Lanching, Mr. H. Shibata, Mr. J. H. Wood, Mr. N. Mori, Mr. Y. Akutagawa, Mr. B. M. Tatham, Comdr. G. Shigunura, Mr. and Mrs. S. Howard, Mrs. W. S. Fowler, Miss H. D. Brinkley, Miss Brinkley, Miss A. C. Hodgson, Mr. and Mrs. F. P. Pratt and 2 children, Mr. and Mrs. H. W. Roberts, Mrs. Moritta and Mr. S. Saito.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The P.M. S.S. Co. str. *Siberia* is due to arrive at Hongkong between 6 and 8 a.m. to-day.

The P.M. S.S. Co. str. *China* sailed from San Francisco on the 12th ult., for Hongkong via Honolulu, etc., and is due to arrive at Hongkong on the 8th April.  
The T.K.K. str. *Chiyo Maru* will be despatched from San Francisco on the 27th ult., en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai.

The P.M. S.S. Co. str. *Manchuria* sailed from San Francisco, on March 21st, en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on April 19th.

The T.K.K. str. *Chiyo Maru* with U.S. mails, sailed from San Francisco on Wednesday, the 27th ult., and is expected to arrive here on April 23rd.

The E. & A. str. *St. Albans* from Sydney, etc., left Port Darwin on the 28th ult., for Manila and this port, and is due at Manila on 1st April.

The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin of the 8th ult., left Colombo on Monday at p.m., and may be expected here on or about Friday, the 5th inst., at a.m.

THE MERCHANT STEAMERS.  
The N.Y.K. str. *Sanuki Maru* (American Line) left Kobe for this port via Moji, Shanghai on the 25th ult., and is expected here on the 3rd April.

The H. A. L. str. *C. Ferd. Laeisz* left Singapore on the 29th ult. p.m., and may be expected here on or about the 3rd April p.m.

The str. *Glenstrae* passed the Suez Canal on the 16th ult., and is due here on or about 29th April.

The T.K.K. str. *Hongkong Maru* will be despatched from Callao on the 16th ult., for Hongkong, and is expected here on the 23rd May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.  
The str. *Laisang* left Singapore for Hongkong on the 27th ult., and is due here about the 2nd April.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from the Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4." Together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPART.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	F. J. F.	JARDINE, MATHESON & Co., Ltd.	To-day.
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 a.m.
LONDON &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	Gronan	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. ARIENS	Ger. str.	—	Luening	HAMBURG-AMERICA LINE	On 5th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ANGAZIA	Ger. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	On 31st May.
HAYRE & HAMBURG	BELOKATIA	Ger. str.	—	Solmer	HAMBURG-AMERICA LINE	On 11th inst.
HAYRE, BREMEN & HAMBURG	O. FRED. LAEISZ	Ger. str.	—	G. Tabuss	NIPPON YUSEN KAISHA	On 10th inst., at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	Wagner	HAMBURG-AMERICA LINE	On 27th May.
MARSEILLES, HAYRE & HAMBURG, &c.	SACHSEN	Ger. str.	—	Kotze	HAMBURG-AMERICA LINE	On 16th inst., at 1 p.m.
MARSEILLES, HAYRE & HAMBURG, &c.	SITHONIA	Ger. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSHN KAISHA	On 30th inst., at 1 p.m.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	SANUKI MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	To-morrow, at 5 p.m.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 2nd inst.
VIETNAM, HAYRE & HAMBURG, &c.	AUSTRIA	Aus. str.	—	—	DODWELL & Co., Ltd.	On 11th inst.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	KORBER	Brit. str.	—	—	THE BANK LINE LTD.	On 13th inst.
NEW YORK	INDRAMAMHA	Brit. str.	—	—	THE BANK LINE LTD.	On 13th inst.
NEW YORK	KALOMO	Am. str.	—	—	THE BANK LINE LTD.	On 13th inst.
BOSTON & NEW YORK	BYOGA	Brit. str.	—	—	THE BANK LINE LTD.	On 13th inst.
VANCOUVER, B.C., SEATTLE & PORTLAND	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC B. Co.	On 1st June, at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC B. Co.	On 9th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SHINYO MARU	Jap. str.	—	H. S. Smith	PACIFIC MAIL S.S. Co.	On 23rd inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	—	GIBB, LIVINGSTONE & Co.	On 5th inst.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	H. Bremer	MELCHERS & Co.	On 20th inst., at 9 a.m.
AUSTRALIAN PORTS VIA MANILA	SOUJI WADDEMAR	Ger. str.	—	H. Childley	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon.
KOBE & YOKOHAMA	FULTALA	Brit. str.	—	H. Bremer	MELCHERS & Co.	To-day, at 8 a.m.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	Hori	NIPPON YUSEN KAISHA	On 11th inst., at 11 a.m.
KOBE & YOKOHAMA	TENSHIN MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
KOBE & YOKOHAMA	MITSUKI MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 9th inst.
KOBE & YOKOHAMA	IYAWATA MARU	Jap. str.	—	Van D. Jank	JAVA-CHINA-JAPAN LINE	Quick despatch
NAGASAKI, KOBE & YOKOHAMA	BUYO MARU	Jap. str.	—	Spencer White	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	FUJIWANG	Dut. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at D'light.
JAPAN	KWONGSANG	Ger. str.	—	L. Mass	MELCHERS & Co.	About 4th inst.
SHANGHAI	KLEIS	Brit. str.	—	C. R. Longdon R.N.R.	P. & O. S. N. Co.	About 6th inst.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 4th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	KORBER	Aus. str.	—	Selmer	SANDER, WILHELM & Co.	On 4th inst., at 6 a.m.
SHANGHAI, KOBE & YOKOHAMA	C. FRED. LAEISZ	Ger. str.	—	C. C. Williams	HAMBURG-AMERICA LINE	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA	ASSAYE	Brit. str.	—	G. W. Cookman, R.N.R.	BUTTERFIELD & SWIRE	On 6th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	HAIRATA MARU	Jap. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	About 11th inst.
SHANGHAI, KOBE & YOKOHAMA	PEIKING	Swed. str.	—	W. Wade	NIPPON YUSEN KAISHA	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	THIRANAP	Jap. str.	—	Booy	ARTHUR NIELSEN & Co.	About 20th inst.
SHANGHAI, KOBE & YOKOHAMA	KAOHSIUNG MARU	Jap. str.	—	W. Wade	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	KANGU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst.
SHANGHAI, KOBE & YOKOHAMA	SHINJI MARU	Jap. str.	—	—	OSAKA SHOSHN KAISHA	On 10th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	DAIGI MARU	Jap. str.	—	—	OSAKA SHOSHN KAISHA	On 4th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	HUICKOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.	J. S. Bosch	DOUGLAS LAFRAIX & Co.	On 10th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIX & Co.	On 7th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIX & Co.	On 10th inst., at 8 p.m.
SHANGHAI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.	W. O. Fessenden	DOUGLAS LAFRAIX & Co.	To-day, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.	P. Grooch	DOUGLAS LAFRAIX & Co.	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.	Slidford	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	KAIFONG	Brit. str.	—	—	THE BANK LINE, LIMITED	On 4th inst.
SHANGHAI, KOBE & YOKOHAMA	KOJIMA	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at 2 p.m.
SHANGHAI, KOBE & YOKOHAMA	TURBAN	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	On 9th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	TANIO	Am. str.	—	S. A. Crosby	SHAW, TOMES & Co.	On 10th inst., at 8 p.m.
SHANGHAI, KOBE & YOKOHAMA	RUBI	Am. str.	—	Leak	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 2 p.m.
SHANGHAI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	M. O. Smith	SHAW, TOMES & Co.	On 20th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	ZAFIRO	Am. str.	—	J. B. v. Damme	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	TRIPANAS	Dut. str.	—	J. T. van der Meer	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	WADRA	Brit. str.	—	—	MELCHERS & Co.	Middle of April.
SHANGHAI, KOBE & YOKOHAMA	BORNEO	Ger. str.	—	P. Sembil	BUTTERFIELD & SWIRE	On 5th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	ST. KANG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 10th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	ST. KANG	Brit. str.	—	E. de Catalano	MAGNIFICENT MARITIMES	On 10th inst., at Noon.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Wednesday, 2nd April, D'light.
MANILA	"YUENSANG"	Saturday, 6th April, 2 p.m.
SHANGHAI	"KWONGSANG"	Sunday, 7th April, D'light.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 9th April, 2 p.m.
MANILA	"LOONGSANG"	Saturday, 13th April, 2 p.m.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 23rd April, Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).  
The Steamers "KUTSANG," "NANSANG" and "KONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo (Liaodun and Newchwang).  
Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. [15]  
Hongkong, 2nd April 1912

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.  
The S.S. "FULTALA," 4154 tons, Captain H. Childley, due at Hongkong from Rangoon on 11th April, will be despatched for KOBE the 12th April at Noon, taking Cargo and Passengers at Current Rates. To be followed by S.S. "FAZILKA," 4152 tons, Captain W. H. Whittingham.

WESTWARD.  
The S.S. "WARDHA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 11th April, 1912, at Noon, followed by the S.S. "MUTTRA," on 21st April, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS. [297]  
Telephone No. 215.  
Hongkong, 2nd April, 1912.

## "SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"DEN OF GLAMIS"	On 2nd April.
LONDON, ROTTERDAM & ANTWERP	"FLINTSHIRE"	On 10th May.

Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

\* Does not take Passengers.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS. [59]  
Hongkong, 22nd March, 1912

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912

"EMPEROR OF INDIA" Sat., 20th Apr. "EMPEROR OF IRELAND" Fri., 17th May.  
"EMPEROR OF JAPAN" Sat., 11th June. "ALLEN LINE" Fri., 7th June.  
"MONTEAGLE" Sat., 1st June. "EMPEROR OF BRITAIN" Fri., 23rd June.  
"EMPEROR OF INDIA" Sat., 22nd June. "ALLEN LINE" Fri., 19th July.

Steamships leave HONGKONG at 6 p.m.  
THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.  
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" or rise Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

Full particulars of application from Agents.  
Further information: Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.  
Corner Pender Street and Praya opposite Blake Pier.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

MANILA, NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG

SHANGHAI, TRINGTAU, KOBE and YOKOHAMA

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE

KOBE and YOKOHAMA

KUDAT and SANDAKAN

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA. [5]  
Hongkong, 2nd April, 1912.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship "LIGHTNING," Captain F. M. Austin, will be despatched for the above Ports TG-DAY, the 2nd April, at 1 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 28th March, 1912. [512]

"INDRA" LINE, LIMITED.  
For NEW YORK, (With liberty to proceed via the Cape of Good Hope.)

THE Steamship "INDRAMAMHA," Capt. N. P. Piller, will be despatched as above on or about the 2nd April.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 8th March, 1912. [409]

THE AMERICAN AND MANCHURIAN LINE.  
For BOSTON AND NEW YORK, (With liberty to proceed via the Cape of Good Hope.)

THE Steamship "KALOMO," Captain Keadley, will be despatched for the above Ports on THURSDAY, the 11th April.

For Freight, etc., apply to THE BANK LINE, Ltd., General Agents.  
Hongkong, 11th March, 1912. [405]

LATEST STEAMER MOVEMENTS.  
The O.P.R. Co.'s str. *Monteagle* left Yokohama for Victoria and Vancouver, B.C. on Sunday, 31st March, at 1 p.m.

The Seang Line str. *Seangchoon* left Rangoon on the 30th March, at p.m., for Hongkong via Penang and Singapore, and is expected to arrive here on the 12th April, at p.m.

The P.M. S.S. Co. str. *Mongolia*, which sailed from Hongkong on the 2nd March, arrived at San Francisco on the 30th March.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA ..... Capt. F. J. Fox	10 A.M. 3rd April	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	ASSAYE ..... Capt. C. R. Longden, R.N.R.	About 6th April	Freight and Passage.
SHANGHAI	ASSAYE ..... Capt. G. W. Cookman, R.N.R.	About 11th April	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA ..... Capt. E. P. Martin, R.N.R.	Noon, 13th April	See Special Advertisement.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 2nd April, 1912.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI, WEIHAUWEI and TIENTSIN "HUICHOW"	On 2nd Apr., 4 P.M.	
MANILA, CEBU and LOILO "KAIFONG"	On 2nd Apr., 4 P.M.	
SHANGHAI "CHENAN"	On 4th Apr., 4 P.M.	
HAIPHONG "SUNGKIANG"	On 6th Apr., 10 A.M.	
SHANGHAI "LINAN"	On 6th Apr., 10 A.M.	
MANILA, CEBU and LOILO "TAMING"	On 9th Mar., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
S.S. "LIVIAN" and S.S. "SANDU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS, "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 2nd April, 1912.

BUTTERFIELD & SWIRE,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" .....	Capt. J. S. Bosch	TUESDAY, 2nd Apr., at 11 A.M.
"HAIYANG" .....	Capt. J. W. Evans	FRIDAY, 5th Apr., at 11 A.M.
"HAICHING" .....	Capt. W. C. Passmore	TUESDAY, 9th Apr., at 11 A.M.

### For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" .....	Capt. A. H. Stewart	WEDNESDAY, 3rd Apr., at 2 P.M.
		SUNDAY, 7th Apr., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to—

DOUGLAS, LAPEAUX & Co.,  
GENERAL MANAGERS.

Hongkong, 2nd April, 1912.

## HAMBURG-AMERIKA LINIE.

IN CONNECTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. C. FERD. LAEISZ ... 6th April.	S.S. BELGRAVIA ... 11th April.
S.S. SITHONIA ... 20th April.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SLAVONIA ... 30th April.	S.S. SAHSEN ... 29th April.
S.S. BAYERN ... 5th May.	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. O. J. D. AHLERS ... 5th May.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. C. FERD. LAEISZ 10th May.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. SITHONIA ... 27th May.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. ARCADIA ... 31st May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 27th March, 1912.

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)

### MONTHLY FAST DIRECT SERVICE TO TRIESTE.

via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

S.S. "KORBER" 9,900 tons, will leave as above on 19th April, 1912, 5 P.M.

S.S. "BOHEMIA" 7,900 tons, will leave as above on 19th May, 1912.

### TO SHANGHAI

S.S. "KORBER" 9,900 tons, will leave as above on 4th April, 1912, at 6 A.M.  
Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap rates, Hongkong-Trieste Venetia, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

### MONTHLY ORDINARY SERVICE.

S.S. "AUSTRIA" 14,000 tons, will leave for Trieste, Trieste and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 3rd April, 5 P.M.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

### ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to  
SANDER, WIELER & Co., Agents,  
Hongkong, 2nd April, 1912.

Princes' Building.

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## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

### CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

### "NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

### SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TENDUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

#### SAN FRANCISCO LINE—

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 9th April, Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.

#### SOUTH AMERICA LINE—

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	TUESDAY, 9th APRIL, NOON.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

## EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

### TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 10th April, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	5,178	TUESDAY, 16th April, at 1 P.M.
	"SEATTLE MARU"	5,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	5,182	THURSDAY, 13th June, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco—

From Manila

From Hongkong, Shanghai and Keelung ... G. \$130.00

From Nagasaki, Moji, Kobe and Yokohama ... G. \$110.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Wool and Fur. Special attention given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI via SWATOW and AMOI	"DAIGI MARU"	SUNDAY, 7th April, at Noon.
ANPING via SWATOW and AMOI	"SOSHU MARU"	THURSDAY, 4th April, at 10 A.M.
FOOCHOW via SWATOW and AMOI	"KAJO MARU"	WEDNESDAY, 10th April, at Noon.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building.

772-778

S. HIROI,  
MANAGER

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. G. Tabusa	7,000	WEDNESDAY, 10th April, at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WEDNESDAY, 24th April, at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	SANUKI MARU Capt. S. Ishikawa	7,000	TUESDAY, 9th April, at Noon.
	AWA MARU Capt. Iizawa	7,000	TUESDAY, 23rd April, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 12th April, at Noon.
	YAWATA MARU Capt. T. Sakine	6,000	FRIDAY, 10th May, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. J. Teranaka	5,000	WEDNESDAY, 3rd April.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Mura	9,000	THURSDAY, 11th April, at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sakine	5,000	WEDNESDAY, 10th April, at Noon.
SHANGHAI, MOJI, KOBE and YOKKAICHI	HAKATA MARU Capt. Y. Nomura	6,000	WEDNESDAY, 10th April.
KOBE DIRECT	TENSHIN MARU Capt. T. Hori	4,000	SUNDAY, 14th April.
TAKOW (FORMOSA)	KAGESHIMA MARU Capt. W. Wade	5,000	SATURDAY, 13th April.

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only

## NEW LINE OF STEAMERS

BETWEEN

### KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND BANGKOK.

The next steamer from Hongkong—  
"MIKE MARU," 4,000 tons, Capt. K. Kikkawa, On 12th April

### 1912 PASSENGER SEASON 1912

#### FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
KAGA MARU	7,000	G. Tabusa	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYAZAKI	9,000	T. Mura	May 22nd.
KITANO	9,000	F. E. Cops	June 5th.

#### FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
SANUKI MARU	7,000	Ishikawa	April 9th.
AWA	7,000	T. Iizawa	April 23rd.
SADO	7,000	K. Asakawa	May 7th.
YOKOHAMA	7,000	—	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER,  
112-114

## PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

### HOMeward PASSENGER SEASON, 1912.

#### PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BEIRUT, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave  HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DEVANHA ...	8000	March 30	MOLDAVIA .....	11000	April 27	May 3
DELTA .....	8000	April 13	MAJOJA .....	12500	May 11	May 17
ASSAYE .....	7500	April 27	MONGOLIA .....	10000	May 25	June 1
ORIENTAL ...	5284	May 11	MALWA .....	11000	June 8	June 14
DEVANHA ...	8000	May 25	CHINA .....	8000	June 22	June 28
DELTA .....	8000	June 8	MACEDONIA .....	10500	July 6	July 12
ARCADIA ...	7000	June 22	MOREA .....	11000	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE, £106.14 RETURN.  
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

### LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
Tonnage	about	about
NUBIA	6000	April 3
SUMATRA	5000	April 17
NAMUR	7000	May 1
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE  
FARES TO LONDON:  
1st SALOON £55.0 SINGLE, £82.10 RETURN.  
2nd £38.10 £57.4

For further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

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